

The Hong Kong Daily Press.

No. 9241

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日八十二月六年三十號光

HONGKONG,

WEDNESDAY, 21 AUGUST 1887.

三年禮 號七十八英港香

PRICE 82 PER MONTH

SHIPPING

INTIMATIONS.

INVESTMENT OF SAVINGS.

August 16, AYA. French steamer, 2147, Vimont, Shanghai 13th August. Mails and General, MESSAGENES MARITIMES.

August 16, ASHINGTON, British steamer, 809, W. Royal, now sailing in Cheloo, 6th August, General.—SIEMENS & CO.

August 16, CHIANG-SHA, British steamer, 1464, J. E. Williams, Newcastle 27th July, and Cocktown 3rd August, Coal.—BUTTERFIELD & SWIRE.

August 16, GUTHRIE, British steamer, 227, G. Wright, Pakhoi 11th August, and Hoi-how 13th, General.—ADAMSON, BELL & CO.

August 16, ITALIAN, British steamer, 1554, R. J. Brown, Liverpool 1st July, and Singapore 10th August, General.—BUTTERFIELD & SWIRE.

August 16, WELLINGDON, German str., 728, Schubek, Bangkok 8th August, Rice and General.—WIELER & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE,

13th AUGUST.

Anton, German str., for Holloway.

Maria, British str., for Nagasaki.

Kashgar, British str., for Singapore.

Kwang-ki, Chinese str., for Shanghai.

Antonia, British str., for Kuching.

Laerets, British str., for Singapore.

DEPARTURES.

August 16, BORMIDA, Italian str., for Genoa.

August 16, CHIANG-SHA, German str., for Bangkok.

August 16, FERA CHOM KLAO, British str., for Bangkok.

August 16, WHAMPOA, British str., for Auckland (N.Z.)

August 16, KWANG-LEI, Chinese steamer, for Shanghai.

August 16, CHING-FOO, British str., for London.

August 16, STRATHLEVEN, British steamer, for Nagasaki.

August 16, RAYTON DIXON, Nor. str., for Kuching.

August 16, GLENFALLOCH, British steamer, for Shanghai.

PASSENGERS.

ARRIVED.

For Mr. & Mrs. de Champlin, child, maid, and servant. Miss Botham, Messrs. Vincent Smith, L. A. Silve, Joalland, Chayett, S. Marsh, Liggins, J. Raek, Leo Strauss, and Arthur Enyel, I. sailor, and 6 Chinese.

For Titan, str., from Liverpool, &c.—400 Chinese.

For Gresham, str., from Pakhoi.—Mr. E. Herton and 7 Chinese.

For Chang-ki, str., from Newcastle, &c.—Mr. Mrs. and Miss Hicks, Messrs. Durham, Kennedy, Brown, General Wong Yang Ho, Cousin U Tsing, Mr. Luan Shing, and 56 Chinese.

DEPARTED.

For Phra Chom Kla, str., for Bangkok.—1 Chinese, cabin and 3 deck.

For Whampot, str., for Dunedin.—Mr. Whittier.

For Strathleven, str., for Kobe.—Mr. J. Ralston.

For Zefiro, str., for Manila.—Mrs. L. Barrett, infant and servant, Prof. J. R. Starns, Messrs. F. S. Burns, D. C. Worcester, J. Repell and servant, Angel Lopez and servant, E. L. Moseby, Mateo Francisco, and 1 Chinese, deck.

REPORTS.

The British steamer Chingsha, from Newcastle 27th July, and Cocktown 3rd August, reports had moderate winds and fine weather throughout.

The British steamer Gresham, from Liverpool 1st July, and Singapore 10th August, reports had strong southwesterly winds to Laxmicks, thence to port strong S.E. to S.W. winds with heavy squalls and rain.

The British steamer Titan, from Liverpool 1st July, and Hoi-how 13th, reports had heavy gale on the 14th and 15th, wind E.N.E. and E. high sea.

The British steamer Titan, from Liverpool 1st July, and Singapore 10th August, reports had strong S.W. monsoon and heavy rain throughout leaving Singapore.

The British steamer Aspinning, from New-chawng 8th August, and Cheloo 7th, reports had strong southwesterly winds to Laxmicks, thence to port strong S.E. to S.W. winds with heavy squalls and rain.

THE INDEPENDENCE BELGE.

Le meilleur marché, le plus répandu de la presse informe des grands journaux européens en langues francaises.

EDITION QUOTIDIENNE

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be promoted to serve as officers on board our regular men-of-war. And these positions shall in every case be filled by men thus selected, and in no wise shall ordinary men of the old regime be made officers in the navy.

2. *Mechanical inventions should be encouraged.*—We find that the most rapid progress in the ships and armaments of Western countries has been made more and more wonderful every year, and notwithstanding the strenuous endeavours of our armadas to keep pace with them, they are falling far behind. It is, therefore, proposed that the students in our various government schools should be instructed in the sciences of mechanics and physics, so that they may possess the fundamental principles for the invention of inventions. And should any one be able to invent a useful novelty in warships or firearms that he be directed to make the necessary experiments, and, if successful, to receive the highest promotions that can be bestowed on him; besides his instructors should be recommended to a higher rank. This liberal privilege should be extended to all the students, so that one may with an apt turn for mechanics enter into the exact description of a ship or fire-arm, may report the same to the board concerned for examination, and, if proved useful, for adoption in our navy. In this way talent will be stimulated and encouraged, and our mechanical arts will attain to greater and greater efficiency.

3. *Our naval officers must also require the tactics of land warfare.*—In Western countries the education of naval cadets embraces the science of tactics on land, so that when they go out for an engagement on the sea, they can also render efficient service on land. It is proposed that, following this wise plan, our naval officers be trained in the principles of land tactics, so that when they are sent out with our men-of-war to protect the pacific and interests of our merchants abroad, they may be completely efficient.

4. *Discipline should be after the best methods.*—The first requirement of disciplining men is to make them intelligent instructors, and next in importance is the possession of men with efficient weapons. The artillerists in our navy, of our ships, should acquire the science of gunnery, and these, before being appointed to their positions, should be tested by competitive trials. They should be made to fire at targets at short and long ranges, and those who hit the mark at successive trials should be declared the winners, and given positions. All the arms and ordnance in our navy, and every weapon manufactured in our arsenals, armories, and armoured ships, should be carefully inspected and furnished to our camp and our men-of-war, to ascertain if the guns are in perfect order, if the shells and cartridges are uniform in size and weight, and contain the proper amount of powder, etc. And should any be found defective, of our own manufacture, the manager of the arsenal making them should be held responsible, but if purchased from abroad, the naval ordering them should be held responsible.

5. *Review of our Flots should be conducted in earnest spirit.*—Our ships are now in port on the sea, and in order to effectually cope with the enemy, they must be fast and properly manœuvred, and our gunners must be skilled and experienced, in order to fire at a great distance with effect. The northern and southern squadrons should hold separate stations at stated intervals, so that during every year a general review of the two flots should be held, when they will be matched against each other for efficiency and power. And at every review these ships which display greater efficiency than the previous ones should be rewarded, while those who show the reverse should be punished. In this manner an incentive will be given for earnest effort, and our navy will no longer be simply a name.

6. *Our men-of-war should be sent abroad in order to study the condition of the outside world.*—In western countries, in times of peace, aside from ships which are retained to defend their harbors and coasts, the rest are sent out to cruise round the four quarters to visit islands and archipelagos, to examine the conditions of different countries as to their government, religion, customs, usages, etc. Having acquired this knowledge in peace it serves as interesting information to them, while in case of war it enables them to estimate the strength and resources of their enemy. It is proposed that we also follow the policy of western countries, and as soon as our navy is properly and powerfully organized, send our men-of-war to visit the different countries, permitted by our treaties, with a view to learn the conditions of the seas, and understand the conditions of the countries. This will not only be an element of strength and power, and will be of service to afford efficient protection to our merchants abroad. Should the funds available for such an undertaking be inadequate, they might be supplemented by subscription from our people carrying on various trades, and sessions in foreign countries.

7. *Our officers and men-of-war should witness battles in order to perfect their discipline.*—In an engagement a thousand small events may occur in the space of a few hours, and without proper knowledge of these, the rest can never be mastered. For this reason Western countries have sent their men-of-war to be present at naval battles when other nations are at war, and we should likewise despatch a number of our ships to be spectators at their battles. At the end of every engagement, our officers should write down a detailed account, and, together with a sketch of the movements of the contending forces, be sent to the Board of Admiralty. In the case of our men-of-war, and of our naval officers, who are to witness them, and submit a similar report to that required of naval officers. When our army and navy have been thoroughly imbued with the spirit of war, they will no longer enter into engagements with trepidation and terror.

8. *Our men-of-war should be strictly forbidden from being used to transport officials.*—Nowadays our war vessels are chiefly concerned with rendering obsequious services to officials, while they neglect the more important matter of discipline. As far as possible, for private purposes, he should be prohibited from using his ship and officers, so obliging him with the instruction of gaining his favour, shall suffice to degrade him. By adopting such strict regulations, our officers will devote their attention to drill and discipline, and our navy will maintain its proper dignity.

9. *Foreign books and maps must be translated that we may derive knowledge.*—In recent years there have been translated many books on different subjects, but as yet translations of treatises on geography, naval and military warfare, civil government, hydrography, etc, are wanting. In European countries they have made great progress in their geographical and their books on civil government and naval and military warfare are especially valuable. It is suggested that an extensive collection of them be made from the different countries of Europe, and that they be handed over to the Tung Wei College for translation into our language. After that they should be distributed among the officers of our army and navy for examination and study. These books should also be published for circulation among the people in order that those who are ambitious to know the progress of the times may acquaint themselves therewith.

10. *Men of talent should be patronized.*—In Europe military science is in a state of perfection while manufacture are really making rapid progress. Accordingly, the European nations are at present powerful and prosperous. But all this is because their men are willing to devote themselves to the profession of war and mechanics, and their instructors are earnest and sincere. In China the only military and naval schools are those at Tientsin, and the Army School at Foochow. These however are totally inadequate, and will be well if a more extensive system of government schools be established in all the maritime and riverine provinces, where the brightest, most intelligent, and patriotic of our young men may be instructed in the various sciences in order to qualify themselves to serve in our navy and army. When education becomes general, men of talent and ability will appear and youth will be more willing to offer their services to our Empire, and the general welfare will be promoted to the highest point.

11. *Our people have ceased to give themselves to literary pursuits, while ignoring the graver matters which are of national importance, and devote their attention to those arts and sciences which will strengthen our country for the emergencies of war, then shall we be able to partake of the privileges and enjoy equal rights with other nations.*—This is the

COMMERCIAL INTELLIGENCE.

TUESDAY, 16th August.

Quotations are:—

New Malwa	3525 per picul, allow. of 124 to 31 catties.
Old Malwa	3550 per picul, allow. of 24 to 31 catties.
Older Malwa	3570 per picul, allow. of 134 to 5 catties.
Futan (New)	3493 to 3485 per chest.
Futan (Old)	485 to 474
Donacs (New)	472 to 475
Donacs (Old)	475

EXCHANGE.

ON LONDON.—	Telegraphic Transfer	314
	Bank Bills, on demand	314
	Bank Bills, at 30 days' sight	312
	Bank Bills, at 4 months' sight	324
	Credits, at 4 months' sight	324
	Documentary Bills, at 4 months' sight	324
ON PARIS.—	Bank Bills, on demand	3.96
	Credits, at 4 months' sight	4.06
ON NEW YORK.—	Bank Bills, on demand	764
	Credits, 60 days' sight	772
ON BOMBAY.—	Bank Bills, on demand	—
ON CALCUTTA.—	Telegraphic Transfer	222
	Bank, on demand	222
ON SHANGHAI.—	Bank, at sight	724
	Private, 30 days' sight	73

SHARES.

Hongkong and Shanghai Bank Shares	132 per cent, premium, sold and sellers.
Union Insurance Society of Canton, Limited	825 per share.
China Traders' Insurance Company's Shares	573 per share, sellers.
North China Insurance—The 295 per share.	Yangtze Insurance Association—The 114 per cent.
Chinese Insurance Company, Limited—The 295 per share.	Yokohama via Nagasaki, &c.
Bank of China—The 148 per share.	BOMBAY VIA STRAITS
DOUGLAS STEAMSHIP COMPANY, LIMITED.—	Calcutta via STRAITS
FOR SWATOW.—	SINGAPORE AND CALCUTTA
	TIENTSIN
	SHANGHAI VIA AMOY
	SHANGHAI
	MANILA VIA AMOY, & FOOCHEW
	SWATOW

Quotations are:—

Shares.

EXTRACTS.

THE MEDICINAL VALUE OF LEMONS.
"While you are giving people simple rules for preserving their health, why don't you tell them about the use of lemons?"
An intelligent professional man asked me the other day. He went on to say that he had long been troubled with an inactive liver, which gave him a world of pain and trouble, until recently he was advised by a friend to take a glass of hot water with the juice of half a lemon squeezed into it, but no sugar, night and morning, and see what the effect would be. He tried it and found himself better almost immediately. His daily headache, which medicines had failed to cure, left him, his appetite improved, and he gained several pounds in weight within a few weeks. After a while he omitted the drink, either at night or in the morning, and now at times does without either of them. "I am satisfied from experiment" said he, "that there is no better medicine for persons who are troubled with bilious and liver complaints than the simple remedy I have given, which is far more efficacious than quinine or any other drug, while it is devoid of their injurious consequences. It excites the liver, stimulates the digestive organs and tones up the system generally. It is not unpleasant to take, either; indeed, one soon gets used to iting him." — Chicago Journal.

TIP-TILTED NOSES.

The influence of the shape of a man's nose in determining the good or evil fortune of his life has not escaped the attention of physiognomists. That eminent social philosopher, Mr. Shandy, whose lucubrations have attained so wide a currency, thanks to the filial admiration of his son Tristram, truly observed that "a family, however high, could stand against a succession of short noses"; by "short noses" is probably to be understood that form in which the organ is not only curtailed in length, but so distorted in form that it "is tilted like the pot of a rose." This poetical simile but imperfectly expresses the true state of the matter. For a short time, while the *beak du diable* lasts, the tip-tilted nose may be forgiven in a woman, but for the greater part of existence it is a continual social agony to its unfortunate possessor. Such sufferers will rejoice to hear that their sad case is not beyond the reach of plastic surgery. Dr. John O. Roe, of New York, has devised an operation for "the correction of the deformity," which is easily performed. He most philosophically remarks that, "the nose does not appear ugly by reason of the fact that its size is disproportionate to that of the face (for noses vary greatly in this respect), but by reason of the disproportionate relations to one another of the different parts of the nose itself." Accordingly, having decided the sensibility of the interior of the nose with cocaine, he pulls up the end of the nose, reflects the mucous membrane, cuts away the superfluous tissue which causes the organ to be tip-tilted, and then, if necessary, moulds a split-saddle, an *iron*, to the top of the nose so as to make it, while healing, assume the desired aquiline shape. In other cases, where the aquiline end is due to the cartilages of the nose being bulged outwards too much, he cuts them through with a thin-bladed knife, and then applies his split-saddle. In neither case is the operation at all serious. There is no scar, for the skin is not cut through, and the results, if we may judge by the drawings made from photography taken before and after, leave nothing to be desired. — British Medical Journal.

AN INCIDENT OF THE SLAVE TRADE.

Among the seafaring men before the war was a captain that had been a slave. Once after a few days' sail he saw he was chased by a United States man-of-war. If he were caught with the slaves the penalty was death for him and his crew. And his cargo was worth \$200,000. So he had two incentives to get away, and made his preparations for either evasive or capture. He hung the heavy iron cable or chain that holds the anchor all around the hull of his vessel on the outside, just below the edge of the deck. It was held up by some cleats. These cables are so heavy that a man can hit only about two feet of one.

Then he had the 300 naked negroes brought out on deck and each one's wrists crossed and tied fast. They were then placed along the gunwales, facing outward and leaning over and a strong cord fastened the hands of each one to this heavy iron cable just below them on the outside. Then the captain awaited the result of the race. He had on every stitch of canvas his poles could carry. If he could run till dark he hoped to dodge the steamer and out of sight before another day. But the sun did not go down fast enough and the steamer came on too fast. There was at last no hope of escape. The crew stood ready with the axes; the captain raised his hand and in an instant every slave was knocked loose. There was a sudden jerk; over went the slaves; there was for an instant a fringe of 600 black heels in the air, and cable and negroes were gone to the bottom.

Commodore Maury says the pressure of water at great depth is such that fishes cannot go there to devour, and chemical decomposition cannot take place. So these negroes are down there, still tied in a circle to that iron cable, with their heads down and tails up, in the eternal stillness of those depths.

As soon as the man-of-war came up, a Lieutenant boarded the slaver and found plenty signs of negroes, but not a single slave. And the captain was not arrested. He now resides in Boston — wealthy, happy, and respected. He told this story to his old friend, who told it to me. — Atlantic Constitution.

DOGS IN THE GERMAN ARMY.

Says a Berlin correspondent of the New York Tribune: — "Among the thousand and one inventions, appliances, and wonderful uses of men and beasts which German genius has devised to defeat France in case General Boulanger's successor becomes unpleasant, the dog plays a significant role, employed, as he is, as messenger and sentinel. Experiments have been made for nearly a year now, and have proved highly satisfactory. The dog measures of the hundred battalions was decidedly the most interesting of the recent campaign. Several regiments have been furnished with the German shepherd dog, known for their wisdom, the world over. Each one is attached, so to speak, to the person of a soldier, in whom the dog soon recognizes his master, and who conducts his training. While doing duty the dog is kept with the sentinel, and easily learns the requirements of his post. A few of the experiments performed before Colonel von der Goltz, Pasha, who represented the Sultan at the ninetieth birthday of the Emperor and who since remained to witness the review, were surprising. A soldier, taking the dog from the sentinel, marched off on a reconnoitering expedition. After writing his observations and placing them in a case about the neck of the brute, the latter was told to return to his master, which he did in an astonishingly short time. One dog employed in this service arrived at his post ten minutes before a mounted Ulan charged with the same instructions, though the latter started at a dispeared speed. But even more than this was accomplished. With a message tied about his neck, as in

the former case, the dog was told to seek a distant sentinel and bring a return answer. This he did with great speed, carrying his message directly to his master, without fail.

"It is little wonder that Pasha Goltz

was delighted at the success of the experiments given in his honour. And they are truly wonderful for the present, though bidding fair to become a common-place institution in that great machine, the German Army. The consequences and possibilities of the *hund-dog* service are apparent to all who know anything of military science, and make their vision stuporous. One thing is certain, that a future war between Germany and any of its neighbours will not be conducted without its dog regiment, which, though not employed in concerted action, will perform services more valuable than the cats of ancient Egypt."

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Hongkong, 1st July, 1885. (1208)

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